building belongs, which fee is 1*l.* 10*s.*, and no more.

Secondly. With regard to the (other) erection, that inasmuch as the said erection is intended and adapted only for the rearing and protection of plants, and not for the entrance therein of any person, the same is not a building within the meaning of the said Act first herein mentioned, and is not to be rated or classed as such under the said Act, and is not, as a building, subject to the rules of the said Act, or to the supervision of the district surveyor; and, inasmuch as such erection is not so situated as to form part of, or to be in connection with any building, or so as to be liable to the rules in respect of projections, or any other of the rules of the said Act, the district surveyor is not entitled to any fee whatever in respect thereof."—Costs to be paid by the district surveyor.

BUILDERS' BENEVOLENT INSTITUTION.

A GENERAL meeting of this promising charity was held at the Freemasons' Tavern, on Tuesday last, for the purpose of receiving the report of the proceedings of the past year, electing officers for the year ensuing, and other business.

Mr. H. Biers, the president, was in the chair, and in reading the report and moving its adoption, congratulated the meeting on the still flourishing prospects of the institution, at same time, however, regretting that from some informality in the advertisements announcing the present meeting, its lateness in the season, and other causes, the personal attendance of friends to its objects was not so large as it would otherwise have been.

Having so lately reported progress in the BUILDER, on a convivial occasion, we need not go over the report at present, further than to state that the committee recommend in it "a careful revisal of the present rules and regulations, especially of those parts relating to the commencement of giving relief, as they have no doubt, by a judicious alteration, assisted by the kindness and liberality of the supporters of the charity, the subscribers may at a very early day commence a distribution of part of the funds." The Chairman complimented the committee on their zealous attention to their several duties, and expressed a hope that even before next annual meeting the institution would be prepared to begin the distribution of a portion of its funds. The annual subscriptions now amounted to 200*l.*, and they only waited till 300*l.* should be reached, which assuredly would very shortly be forthcoming from amongst our metropolitan builders, notwithstanding adverse times. It was thought that 100*l.* per annum might then be distributed. Nearly 1,000*l.* too were now invested in Government securities as a permanent foundation for the superstructure whose stability they were all so anxious to secure.

The adoption of the report was seconded by Mr. George Bird, and unanimously agreed to.

Resolutions were then put and carried nominating patrons, appointing president, vice-presidents,* committee, auditors, &c., for the ensuing year,—a numerous list of names, which will no doubt shortly be publicly announced by the office-bearers themselves: and votes of thanks for past services were at same time cordially passed.

Several painful cases of distress were alluded to by Mr. Higgs and others, in which parties, once presidents, vice-presidents, &c., of trade societies, and respected associates of many present, were anxiously awaiting the opening distribution of the funds of this institution. And it was also impressed upon the remembrance of the meeting, that relief was contemplated not only to such as these, but to journeymen builders, or workmen in the trade generally, who would be entitled to temporary assistance, as these would be to more permanent support. The press was specially thanked for the exercise of its influence, and Mr. Bird took occasion thereupon to hint, *a propos*, that the influence of "the ladies," as sleeping partners in the concern, was not to be despised, and he accordingly recommended the administration of a stimulant, in the shape of an annual ball, &c., which proposal evidently resolved itself into an incipient 'resolution,' voted *sub silentio*, if not by acclamation.

* It was moved by Mr. Todd and seconded by Mr. Norris, that twenty guineas and upwards be the qualification for a vice-president.

RAILWAY JOTTINGS.

THE atmospheric system on the South Devon line has been abandoned, by the advice of Mr. Brunel, who had adopted it, it was alleged, at an expense to the Company of 343,535*l.* The Directors, at their late meeting, avoided all discussion of this sore point from "legal considerations." They have resolved, however, to allow the patentees and Mr. Samuda to experiment with the materials, "until the same shall be made efficient."——The last arch of the Dee viaduct, on the Shrewsbury and Chester line, at the vale of Llangollen, has been keyed. The length of this viaduct is 1,508 feet; height, 147 feet; number of arches, 19; span of each arch, 60 feet.——The Shifnal viaduct, on the Shrewsbury and Birmingham line, is also rapidly advancing to completion. There are twelve large arches of a 6 feet pier and a 40 feet opening, the arch being the segment of a circle. A bold string of Grinshill stone runs along the viaduct, surmounted by a parapet about 3 feet high. The opening across the street is 80 feet between the piers, and 24 feet from the centre of the street to the crown of the arch, which is a light and open construction of iron work.——The Great Western express train lately ran at the rate of 70 miles an hour, for 43 miles, with the *Courier* 8-wheeled locomotive, which has 8-feet driving wheels, 18-inch cylinders, and 24-inch stroke.——The extensive workshops of the North Kent, at the Charlton tunnel, Blackheath, have been almost destroyed by fire, from excessive heat of the shaft of the engine-house.——In a collision which occurred on the northern portion of the North-Western, on Saturday last, Mr. Henry Shuard (?), of Paddington, architect, was seriously injured in the smash of carriages, the remains of one of which fell over him: he was extricated apparently lifeless, with his left leg broken in two places, while two ladies in the same carriage fortunately escaped unhurt, no one can tell how. Mr. Shuard says, the express must have been going at the rate of sixty miles an hour, to make up for lost time. The passengers, it is said, were terrified, and convinced of the occurrence of some fatality, long before the train ran off the line on to an embankment; and the first accident had hardly taken place when a pilot engine ran with horrid force into the prostrated carriages while the passengers were in the act of extricating themselves. Lieut.-Col. James Baird, of Stirling, also was fatally injured, and has since expired; and one of the drivers and a stoker were also dangerously injured."*——In another partial collision at Conway, Mr. R. Stephenson had a narrow escape in a carriage which was smashed, stunning him so, that he fell almost insensible off the steps. The professional readers of THE BUILDER have indeed a 'deep interest in the prevention' of railway accidents, as we can ourselves feelingly testify, though we too have hitherto *only* made 'narrow escapes.'——A portion of the centre of the recently completed abutment to the embankment of the Hoo Brook viaduct has given way. The recent rains are blamed. The slip will render necessary the removal of the whole of the remaining stone work, and of about 4,000 square yards of soil.——On Tuesday week, the high level bridge across the Tyne, between Newcastle and Gateshead, was opened for goods and passengers, with all due formality. The contractors, as we have already noted if we mistake not, are Messrs. Rush and Lawton, and Messrs. Hawks and Crawshay.——The line from Calais and Dunkirk to Paris, has been completed by the opening of the remaining principal branch of the Great Northern of France line, that from Calais to Lille. Calais, it is expected, will thus be much benefited by the opening of the shortest, pleasantest, and most direct line of communication with Belgium and Germany yet established. Whether it will take much from the Boulogne route to Paris is another question, which will depend a good deal on increased speed, as it is not at present contemplated that the journey between Calais and the French capital will be performed in less than between ten and twelve hours.

* Scarcely is this last of *a looked for* series of accidents on the great North Western line recorded, when another, almost equally serious, occurs! And more than that, each accident is *double*, as if there were a superfluity of disarrangements ready for reckless superfetation, one upon the back of another. In this new case, a goods train of 40 waggons drove right into a ballast train, near Leighton, while almost at the same moment the Edinburgh mail train "cut its way through the goods train as clean as a knife." Carriages were piled up 30 feet high on the top of one another; but strangely, shall we say fortunately, no one was *killed* on the spot: the consequences, however, of the *injuries* sustained who will anticipate? Can it be possible that the "new system," which was so heedlessly persisted in till the old was totally disarranged, has had nothing to do with all these successive calamities, so imminently anticipated as they were from a persistance in that very "system." Let us hope, at least, that the wreck thus uselessly occasioned is but the result of the subsiding swell of a storm that will soon, at least, be *fairly* and for *ever past*.

NOTES IN THE PROVINCES.

THE wages of the Government artisans in the factory and shipwright departments at Woolwich have been screwed down 28,000*l.* per annum below their previous amount: no less than 20,000*l.* came off the factory establishment. It may shortly come to be an interesting inquiry as to how many Chartists such repressive measures are producing, and how much per annum the repression of the discontent so begotten may hereafter cost the country. Certainly the suppression of only two or three great sinecures would not have caused so much *effect* or stirred up so much *action*, nor would it have produced such a future flow of the circulating medium in *counteraction*.——The shaft for the Government artesian well at Portsea has been sunk, and the boring begun.——The restoration of Holy Rood Church, according to a Southampton paper, has been finally resolved on, by the adoption of measures for the realization of 2,365*l.*, by rate and subscription, and 2,000*l.* on loan from the Public Works Loan Commissioners: the tower will remain as it is.——The Great-Western Docks at Plymouth are in rapid progress. The inner basin will float and wharf twelve steamers of the largest size, or a number equal to that of the great basin at Portsmouth, recently opened.——The bust of the renowned Christopher North (Professor Wilson), executed by Mr. James Filians, has been inaugurated in a niche of the public coffee-room of his native town, Paisley. It is said to be a faithful likeness.——A Gothic monument to the Earl of Cathcart has just been erected in the south transept of the abbey at Paisley, executed by Mr. Mossman, of Glasgow.——Some interior alterations and improvements are in progress at St. Enoch's Church, Glasgow. The College, or Blackfriars Church, it appears, has been long in want of like repair.——The foundation stone of the Licensed Victuallers' Asylum at Birmingham was laid on Wednesday week. The building is to be of red brick with stone dressings, in the Elizabethan style, and plain in character. It will consist of ten houses, six to be immediately prepared for use: the houses to contain living rooms, 13 feet by 10 feet; kitchen, 13 feet 9 inches by 6 feet 3 inches; pantry and bed-room, with outhouses; and a large committee room, with open roof. The total frontage, when complete, will be 146 feet in length.

CLERKS OF WORKS.—On Saturday, 19th of August, a cause was tried at Chester assizes, before Justice Wightman: "Akehurst *v.* Munt." It appears Mr. Munt holds the situation of clerk of works to the whole of the works or stations now in course of erection on the Holyhead and Chester line. Mr. Akehurst was employed to superintend four of these roadside stations under the direction of Munt, for a period of seven months, or thereabouts. During that time certain extras arose beyond the weekly salary, to the amount of 42*l.* 10*s.*, for horse keeping (the plaintiff being obliged to keep one, and by defendant's consent, part of the time), coach fare, railway fare, stationery, &c. Defendant first objected to the bill as exorbitant; and secondly, that he was not liable, but that the plaintiff must sue the Company. Evidence at some length on the several items was examined, when the judge saw it was a mere waste of time to offer further objection to the charges, and ordered the bill to be paid with costs.

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